BookletChart™

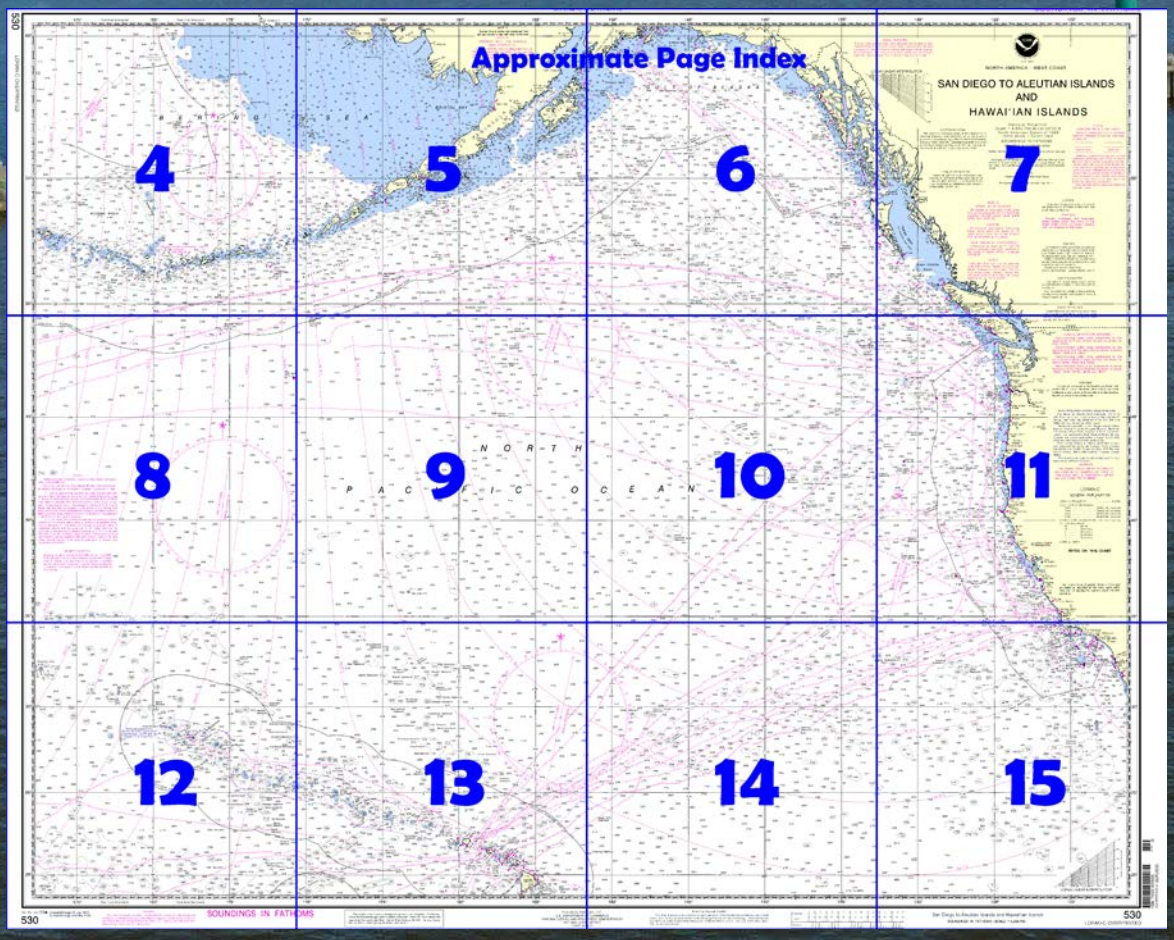
San Diego to Aleutian Islands and Hawai'ian Islands

NOAA Chart 530

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

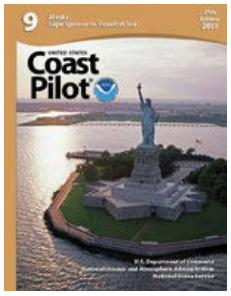
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=9

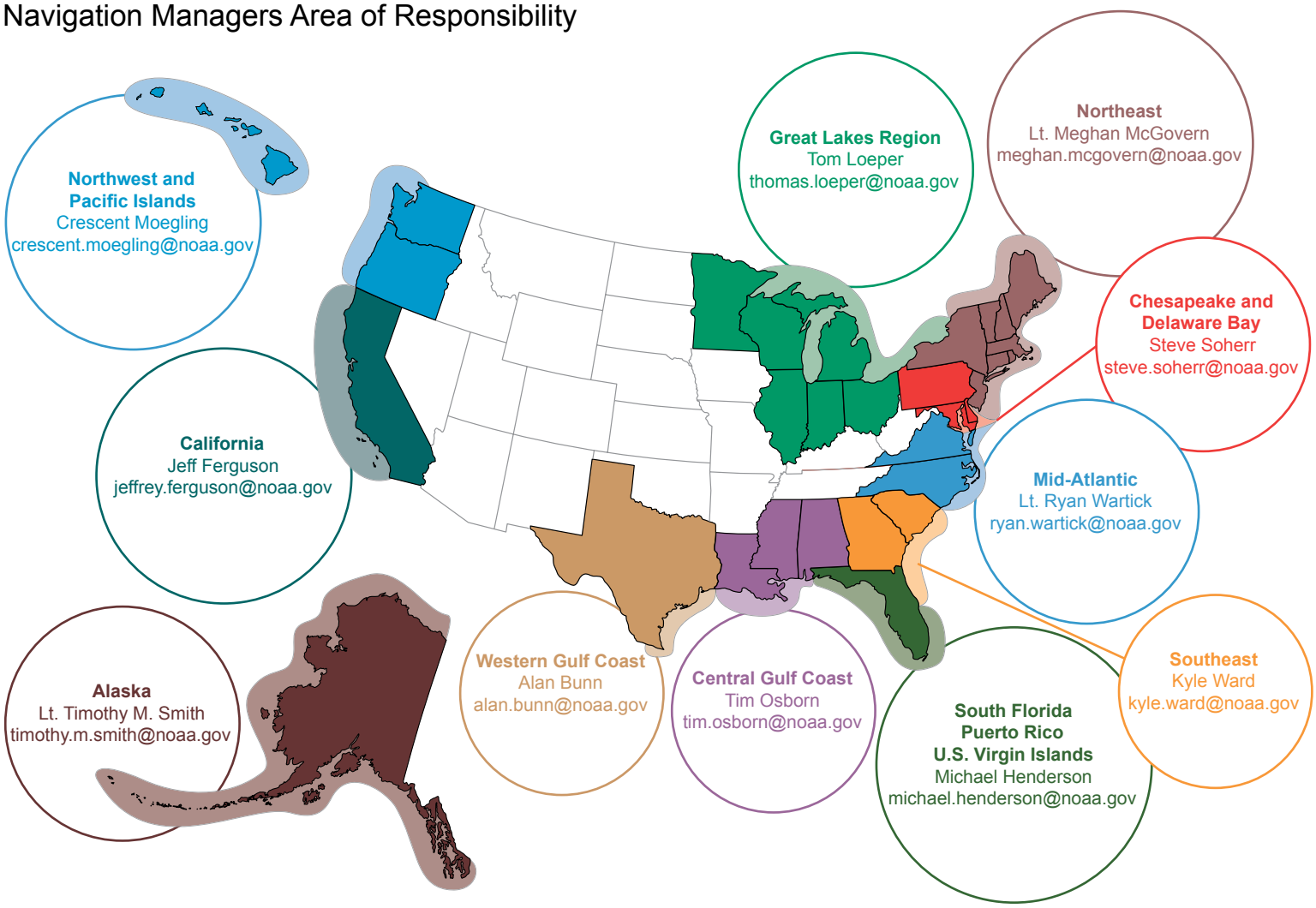


(Selected Excerpts from Coast Pilot)
Tsunamis (seismic sea waves) are caused by sea bottom earthquakes. Many such seismic disturbances do not produce sea waves and others produce small sea waves, but the occasional large waves can be very damaging to shore installations and dangerous to ships in harbors.
These waves travel great distances and can cause tremendous damage on coasts far from their source. The wave of April 1, 1946, which originated in the Aleutian Trench, demolished nearby Scotch Cap Lighthouse and caused damages of 25 million dollars in the Hawaiian Islands 2,000 miles away. The wave of May 22-23, 1960, which originated off Southern Chile, caused widespread death and destruction in islands and countries throughout the Pacific. A more recent tsunami, the result of a December 26, 2004 earthquake off the island of Sumatra, Indonesia, caused widespread damage throughout the Indian Ocean. Damage was heavy as far away as the east coast of Africa. It caused over 200,000 deaths (as far away as South Africa) and 13 billion dollars worth of damage.
Earthquakes.–The March 27, 1964, earthquake had wide effect on Prince William Sound, Cook Inlet, and Kodiak Island. Post-earthquake tidal observations indicate bottom changes ranging from a sinkage of 6 feet to a rise of 32 feet. Caution is advised in the affected areas because many of the depths and rocks yet to be resurveyed may be considerably different than represented on the nautical charts or in the Coast Pilot.
Williwaws.–These dangerous winds occur mainly along the Aleutian chain and Gulf of Alaska shores, and are influenced by local topography. They are most frequent in winter and are usually the result of air damming up on the windward slopes of mountains. This air spills over in strong gusts on the lee side; that lasts as long as the dammed-up cold air lasts, which frequently is only a matter of minutes. However, such winds are violent, often reaching hurricane force, and their onset is sudden, often interrupting periods of near-calm conditions. Some locations sheltered from the normal winds of the area may be extremely vulnerable to williwaws.
Captains Bay is the arm at the head of Unalaska Bay. Its entrance from Unalaska Bay direct is W of Amaknak Island. The bay is also entered, as previously indicated, by passing E of Amaknak Island through Iliuliuk Harbor, and through the channel leading S from the harbor.
The entrance to Captains Bay W of Amaknak Island is marked by **Arch Rock Light 3A**, (53°52'36"N., 166°34'01"W.),15 feet (4.6 m) high, adjacent to the point 0.8 mile from the S extremity of the island. Directly opposite Arch Rock is a bold point marking the W side of the entrance. A reef extends 220 yards channelward from the bold point, and from the reef a bar of 5 to 8 fathoms extends to a point nearly three-quarters of the distance across the entrance toward Arch Rock. Large vessels in entering should pass about 100 to 200 yards off Arch Rock as the deep water channel will be found at those distances.
Numerous wharves, piers, and docks are on the E side of Captain's Bay. Many of the seafood industry facilities are not listed. For a complete description of the port facilities refer to Port Series No. 39, published and sold by the U.S. Army Corps of Engineers.
Anchorage may be had in 17 to 20 fathoms, even bottom of mud and sand, about 0.4 mile E of the northernmost island of the group at the head of Captains Bay. In approaching this anchorage favor the E shore to avoid Swallow Reef and the shoal to the S, which is NE and E of the northernmost island. A lighted buoy is on the E side of Swallow Reef. A reef extends 150 yards from the E shore about abreast of Swallow Reef. Small craft may obtain secure shelter in 9 fathoms, sand and mud bottom, at Port Levashef, E of the most S of the larger islands.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

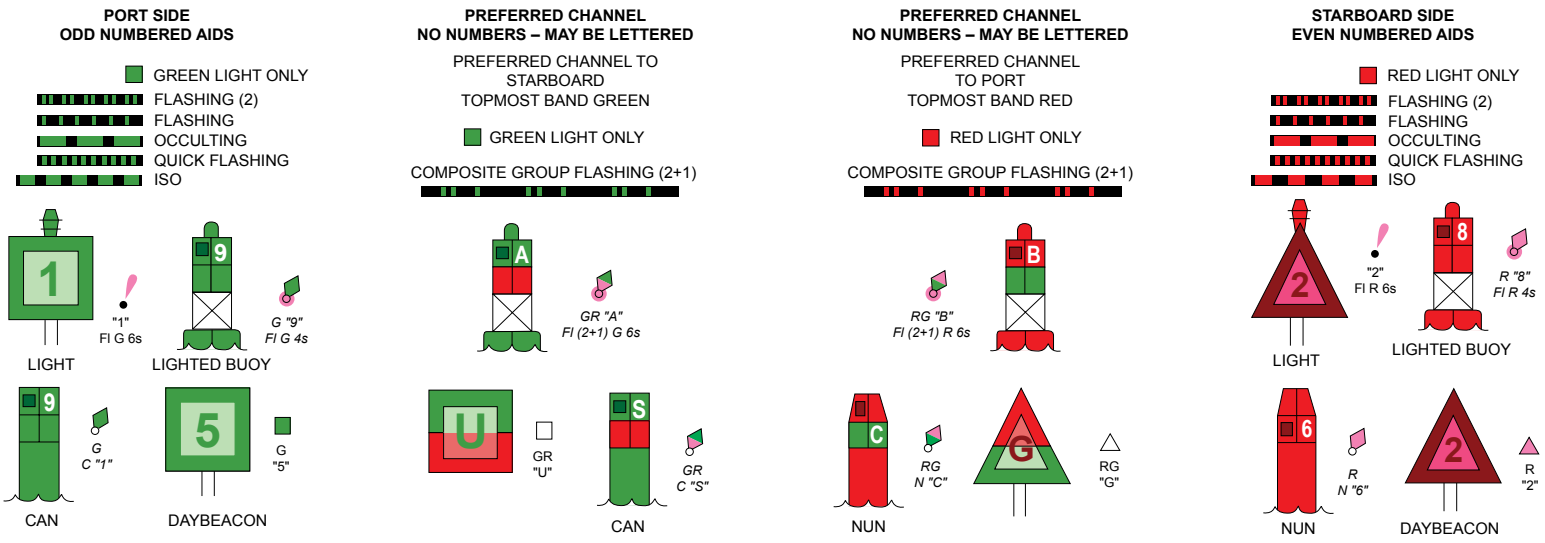


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

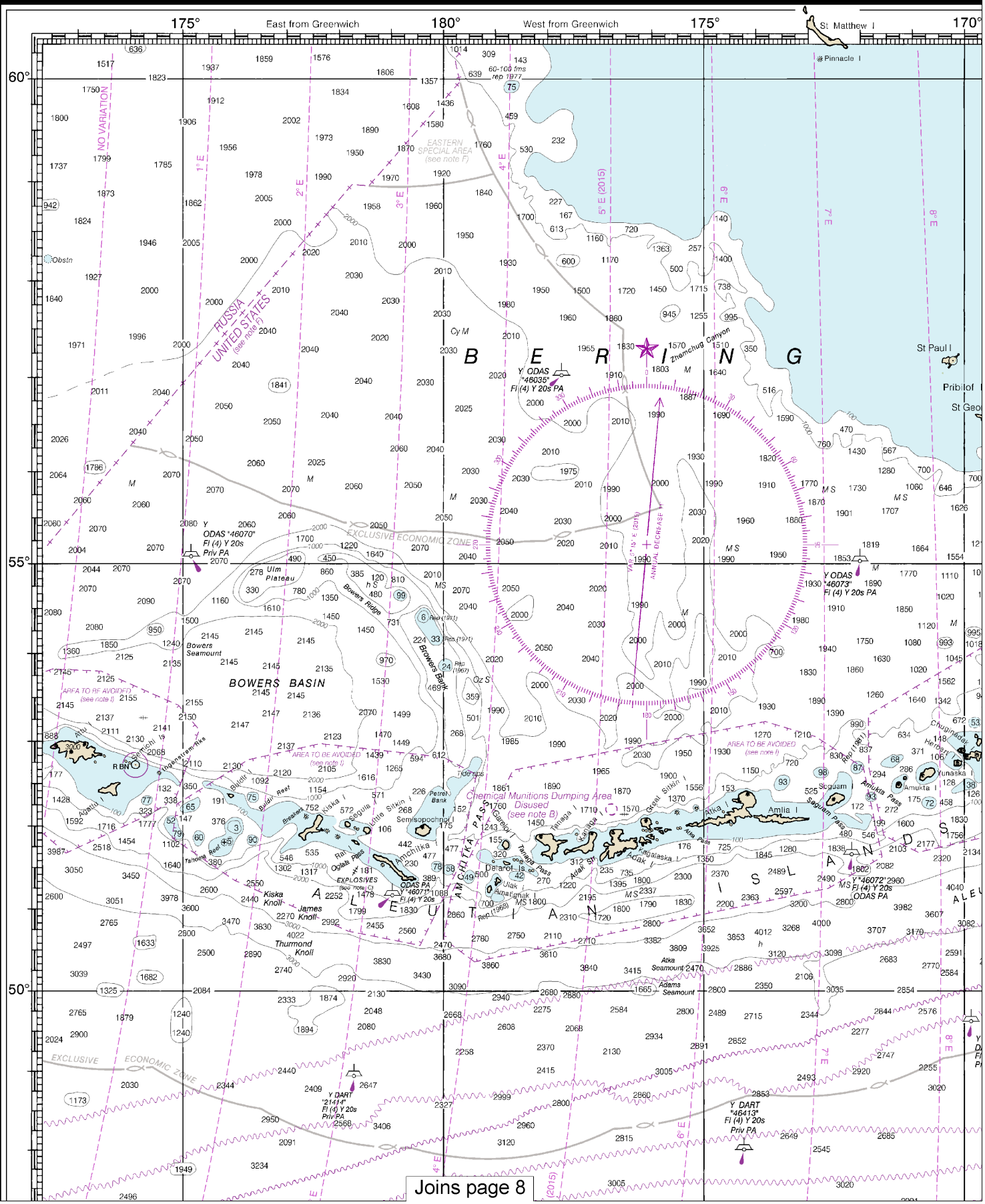
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

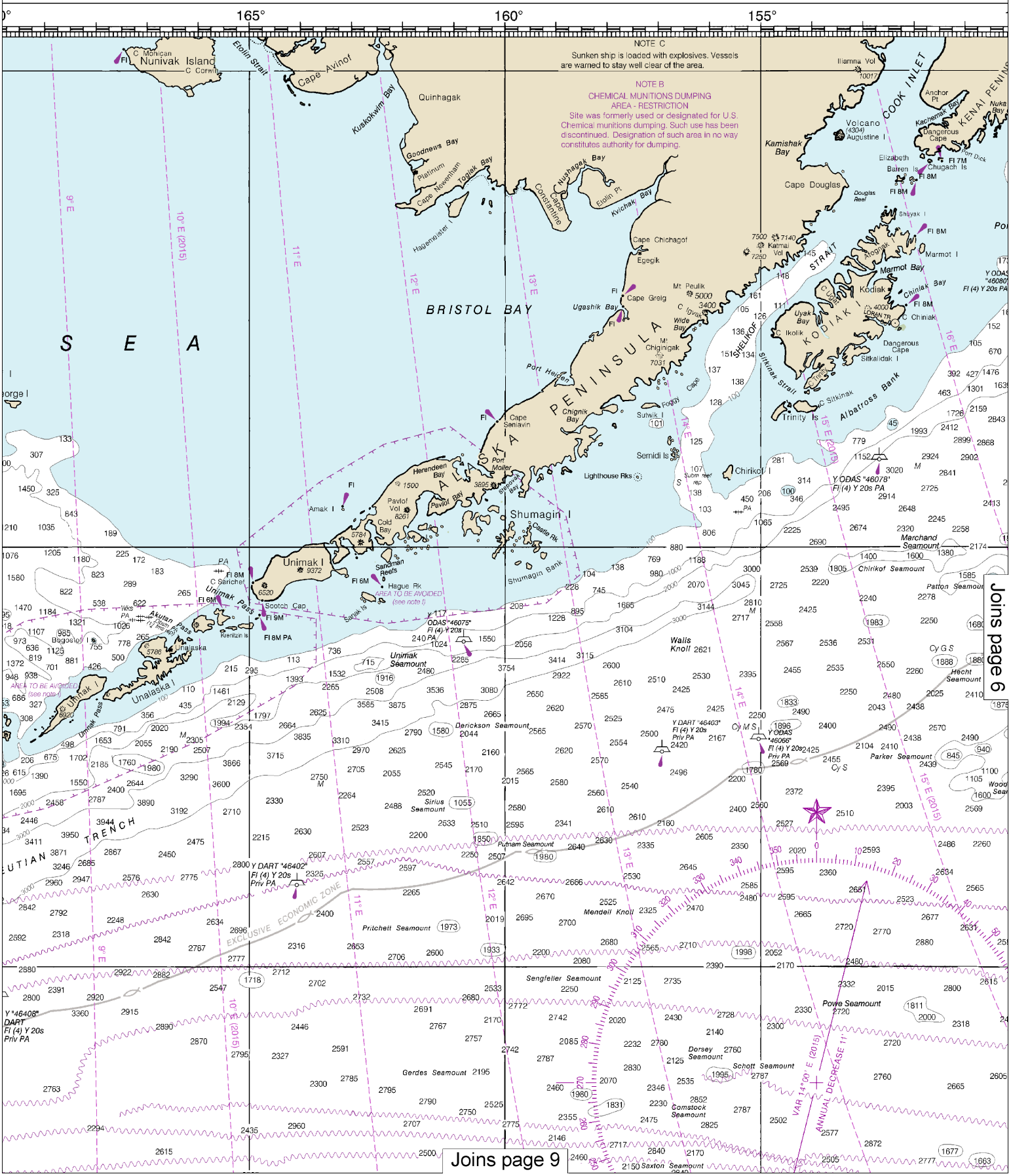


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

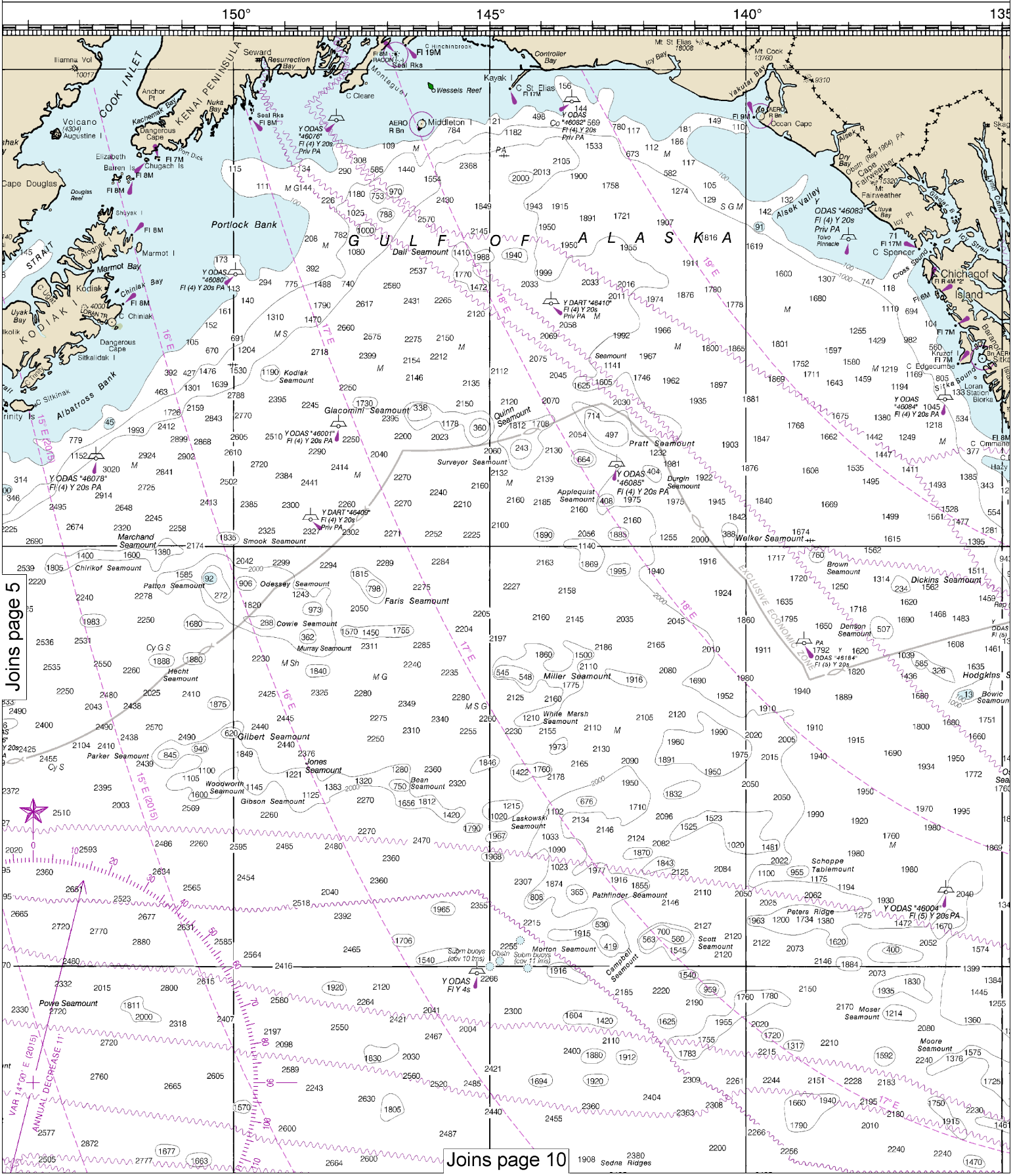


4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:6943857. Barscales have also been reduced an
are accurate when used to measure distances in this BookletChart.



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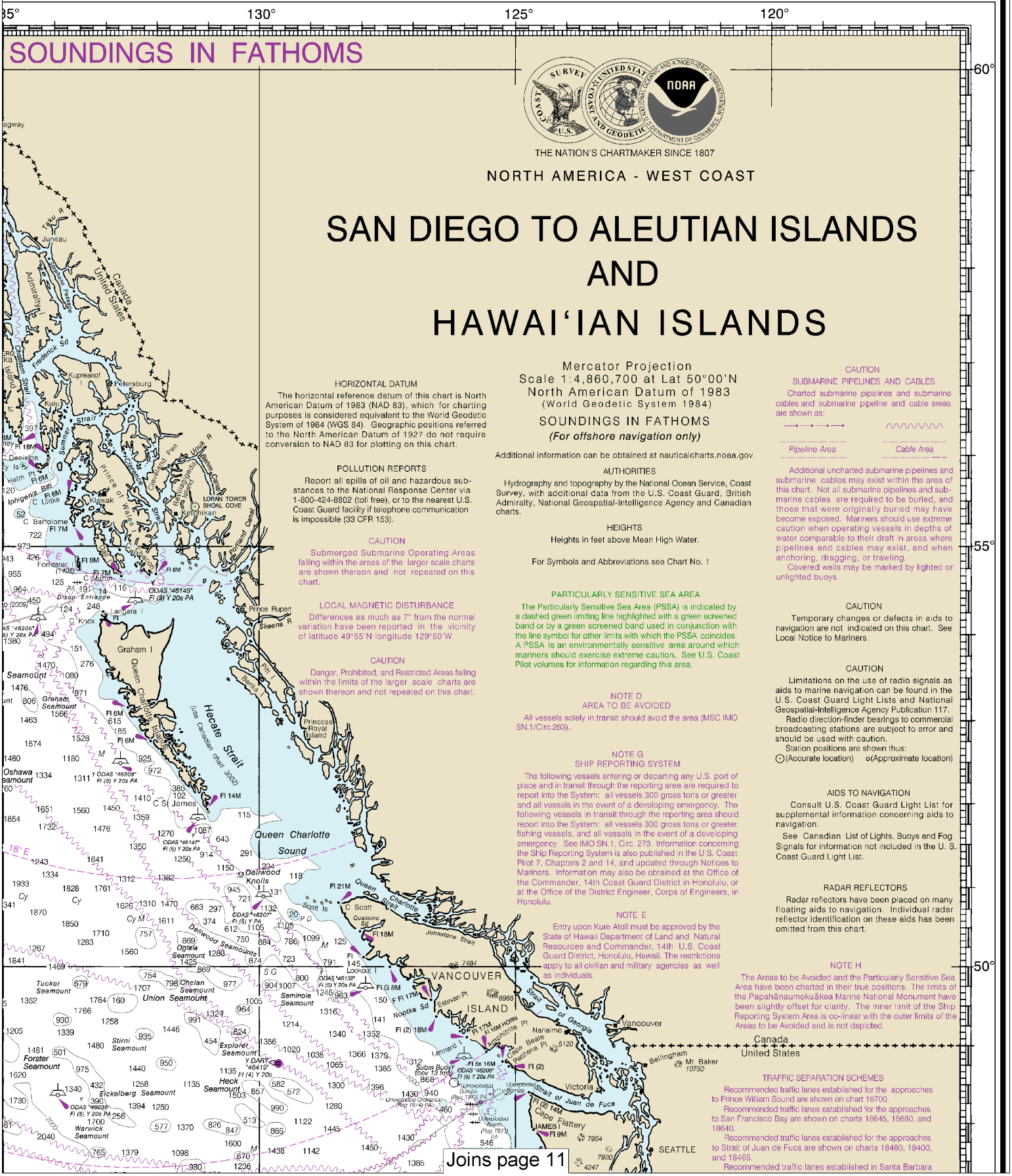
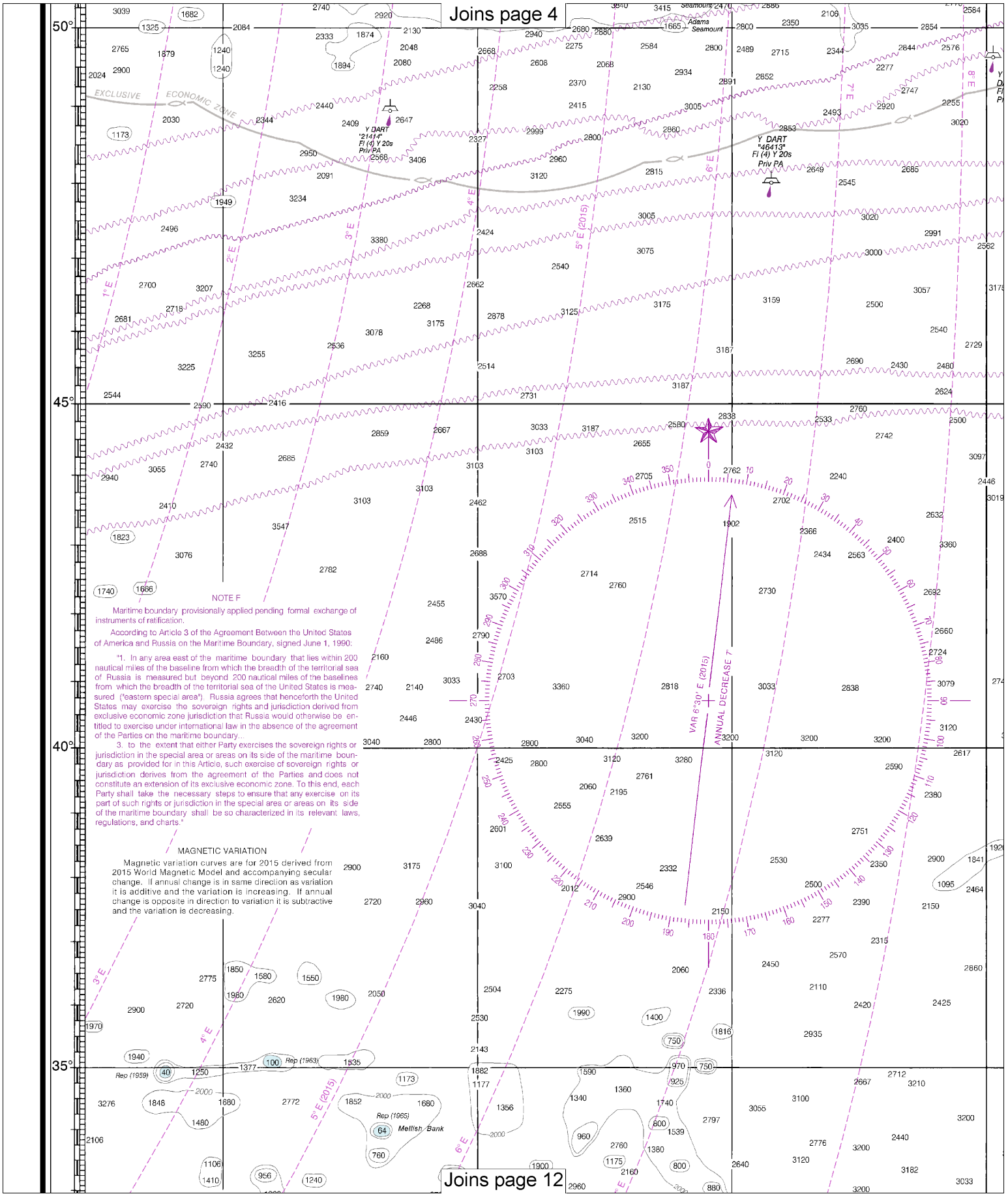
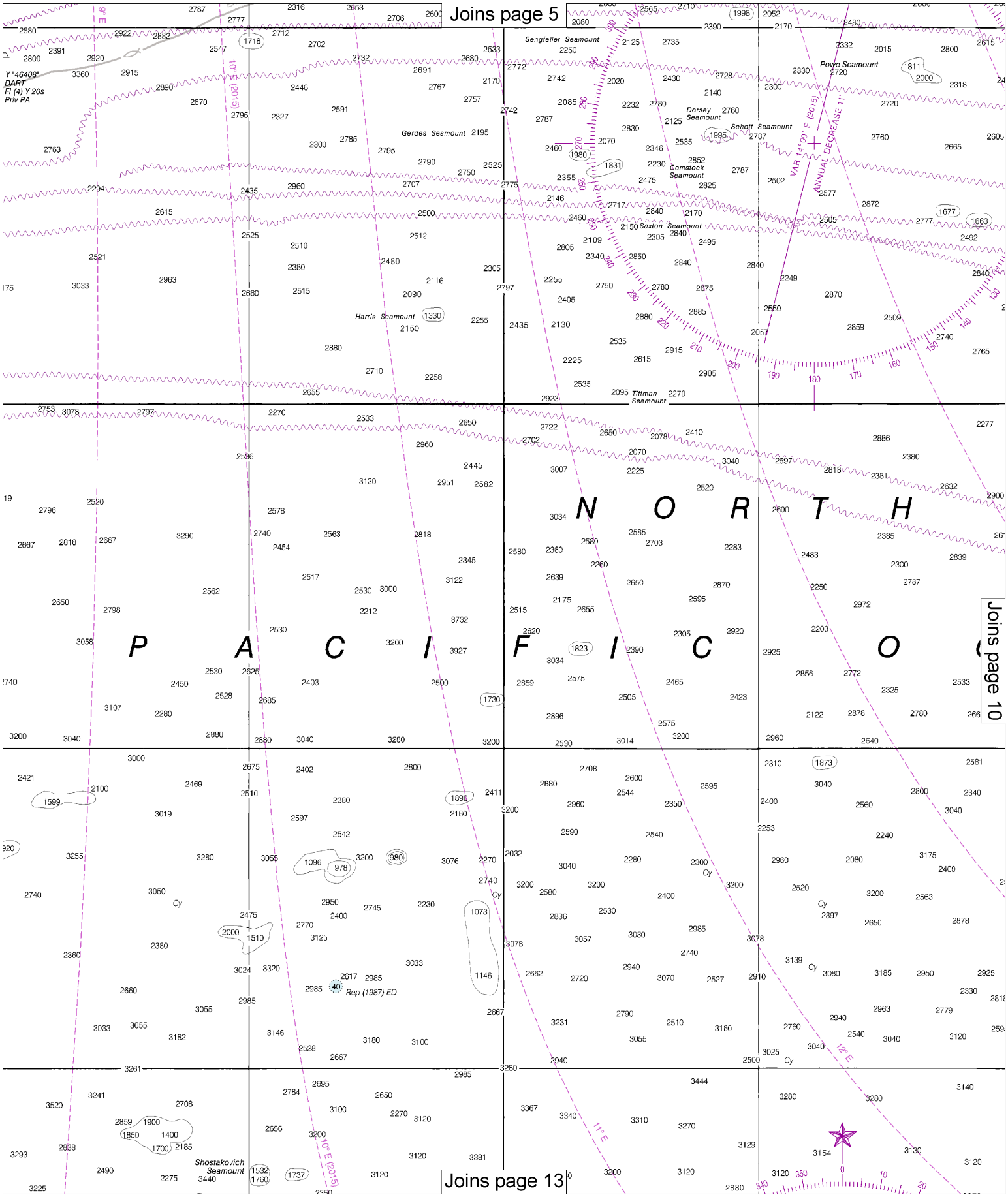
Note: Chart grid lines are aligned with true north.


SOUNDINGS IN FATHOMS
130°
125°
120°
60°
55°
50°
THE NATION'S CHARTMAKER SINCE 1807
NORTH AMERICA - WEST COAST
SAN DIEGO TO ALEUTIAN ISLANDS
AND
HAWAI'IAN ISLANDS
Mercator Projection
Scale 1:4,860,700 at Lat 50°00'N
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
(For offshore navigation only)
Additional information can be obtained at nauticalcharts.noaa.gov.
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
CAUTION
Submerged Submarine Operating Areas falling within the areas of the larger scale charts are shown thereon and not repeated on this chart.
LOCAL MAGNETIC DISTURBANCE
Differences as much as 7° from the normal variation have been reported in the vicinity of latitude 49°55'N longitude 129°50'W.
CAUTION
Danger, Prohibited, and Restricted Areas falling within the limits of the larger scale charts are shown thereon and not repeated on this chart.
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, British Admiralty, National Geospatial-Intelligence Agency and Canadian charts.
HEIGHTS
Heights in feet above Mean High Water.
For Symbols and Abbreviations see Chart No. 1
PARTICULARLY SENSITIVE SEA AREA
The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.
NOTE D
AREA TO BE AVOIDED
All vessels solely in transit should avoid the area (MSC IMO SN.1/Circ.263).
NOTE G
SHIP REPORTING SYSTEM
The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu.
NOTE E
Entry upon Kure Atoll must be approved by the State of Hawaii Department of Land and Natural Resources and Commander, 14th U.S. Coast Guard District, Honolulu, Hawaii. The restrictions apply to all civilian and military agencies as well as individuals.
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U. S. Coast Guard Light List.
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
NOTE H
The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument have been slightly offset for clarity. The inner limit of the Ship Reporting System Area is co-linear with the outer limits of the Areas to be Avoided and is not depicted.
TRAFFIC SEPARATION SCHEMES
Recommended traffic lanes established for the approaches to Prince William Sound are shown on chart 16700.
Recommended traffic lanes established for the approaches to San Francisco Bay are shown on charts 18645, 18680, and 18640.
Recommended traffic lanes established for the approaches to Strait of Juan de Fuca are shown on charts 18480, 18400, and 18465.
Recommended traffic lanes established in Santa Barbara
Joins page 11
Hand correc are available at nauticalcharts.noaa.gov.
Last Correction: 11/2/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)
7



8

Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
NORTH
PACIFIC
Sengfeller Seamount
Powe Seamount
Dorsey Seamount
Schott Seamount
Comstock Seamount
Gerdes Seamount
Saxton Seamount
Harris Seamount
Tittman Seamount
Shostakovich Seamount
Rep (1987) ED
Y "46408"
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Fl (4) Y 20s
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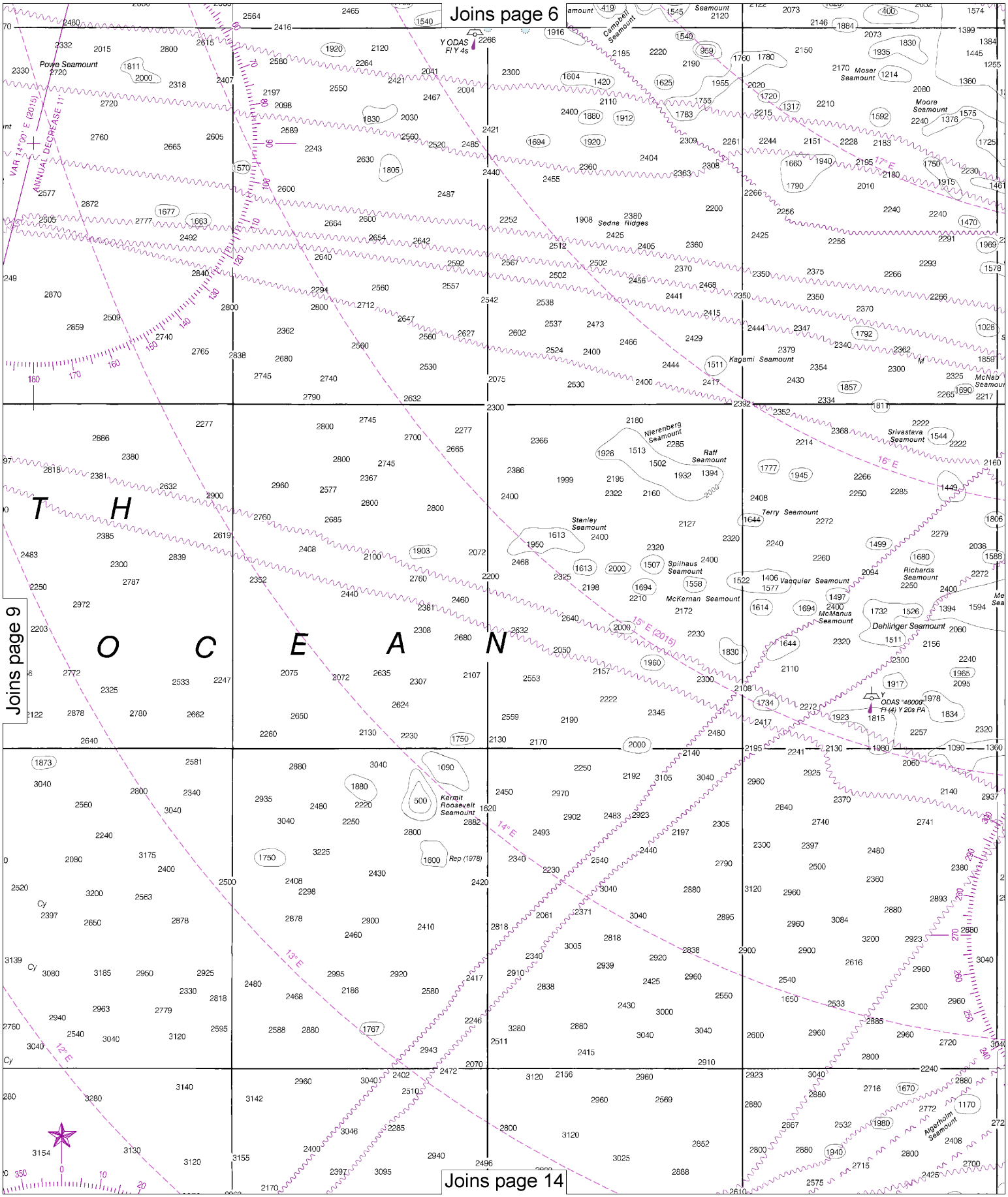
VAR 14°00' E (2015)
ANNUAL DECREASE 11'
10° E (2015)
9° E
11° E
12° E



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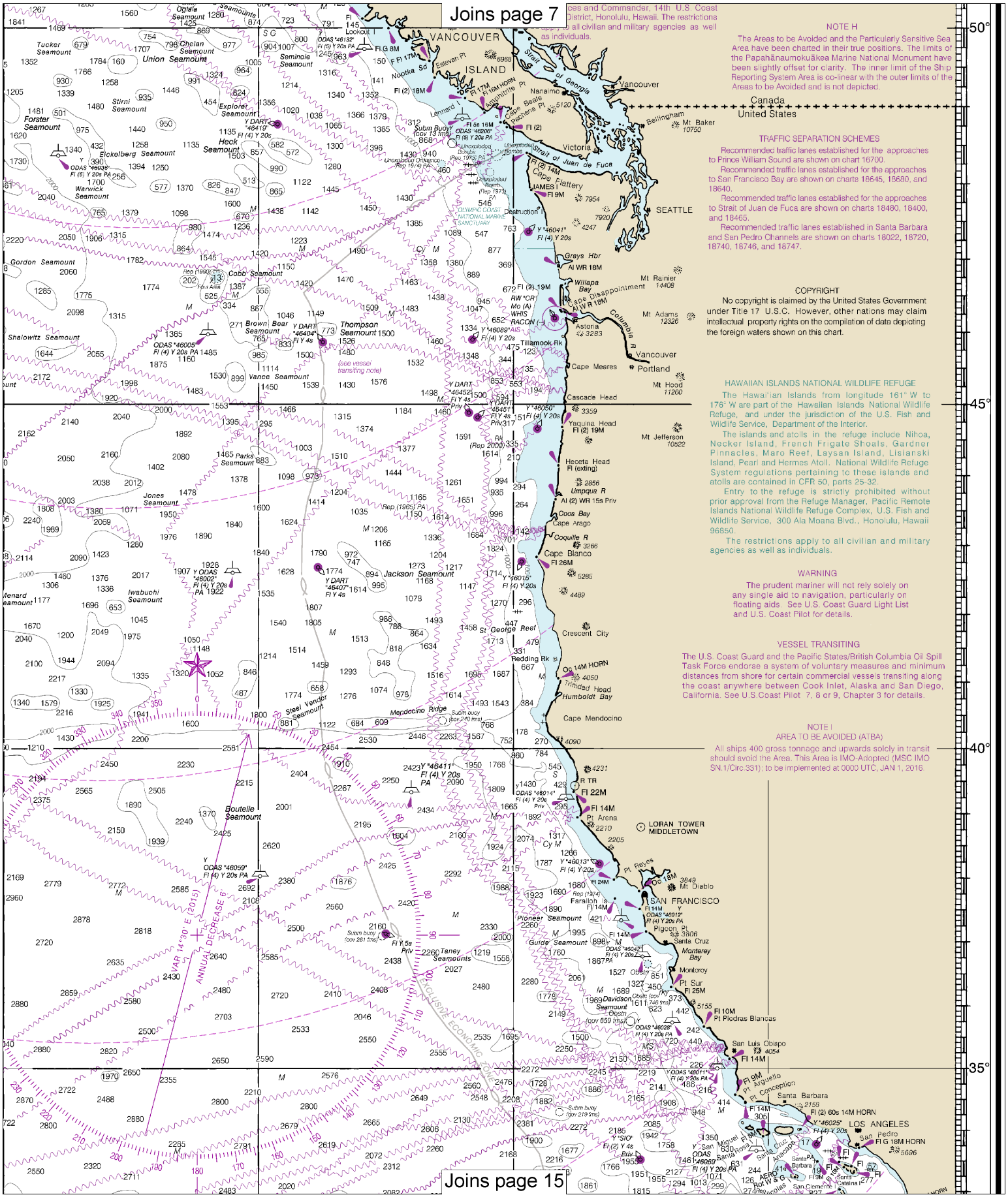
Note: Chart grid lines are aligned with true north.


Joins page 7
ces and Commander, 14th U.S. Coast District, Honolulu, Hawaii. The restrictions apply to all civilian and military agencies as well as individuals.
NOTE H
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TRAFFIC SEPARATION SCHEMES
Recommended traffic lanes established for the approaches to Prince William Sound are shown on chart 16700.
Recommended traffic lanes established for the approaches to San Francisco Bay are shown on charts 18645, 18680, and 18640.
Recommended traffic lanes established for the approaches to Strait of Juan de Fuca are shown on charts 18480, 18400, and 18465.
Recommended traffic lanes established in Santa Barbara and San Pedro Channels are shown on charts 18022, 18720, 18740, 18746, and 18747.
COPYRIGHT
No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.
HAWAIIAN ISLANDS NATIONAL WILDLIFE REFUGE
The Hawaiian Islands from longitude 161° W to 176° W are part of the Hawaiian Islands National Wildlife Refuge, and under the jurisdiction of the U.S. Fish and Wildlife Service, Department of the Interior.
The islands and atolls in the refuge include Nihoa, Necker Island, French Frigate Shoals, Gardner Pinnacles, Maro Reef, Laysan Island, Lisianski Island, Pearl and Hermes Atoll. National Wildlife Refuge System regulations pertaining to these islands and atolls are contained in CFR 50, parts 25-32.
Entry to the refuge is strictly prohibited without prior approval from the Refuge Manager, Pacific Remote Islands National Wildlife Refuge Complex, U.S. Fish and Wildlife Service, 300 Ala Moana Blvd., Honolulu, Hawaii 96850.
The restrictions apply to all civilian and military agencies as well as individuals.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, 8 or 9, Chapter 3 for details.
NOTE I
AREA TO BE AVOIDED (ATBA)
All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN.1/Circ.331); to be implemented at 0000 UTC, JAN 1, 2016
VANCOUVER ISLAND
Vancouver
Canada
United States
Bellingham
Mt Baker 10750
Victoria
Strait of Juan de Fuca
SEATTLE
Mt Rainier 14408
Mt Adams 12326
Astoria
Columbia R
Vancouver
Portland
Mt Hood 11260
Tillamook Rk
Cape Meares
Cape Disappointment
Cape Flattery
Cape Beale
Pachena Pt
Nanaimo
Strait of Georgia
Nootka Sd
Esowista Pt
Amphitrite Pt
Lennard
Cape Scott
Cape Mudge
Seamounts
Ogilvie Seamount
Tucker Seamount
Chelan Seamount
Union Seamount
Seminole Seamount
Stirni Seamount
Explorer Seamount
Forster Seamount
Eickelberg Seamount
Heck Seamount
Warwick Seamount
Gordon Seamount
Cobb Seamount
Shalowitz Seamount
Brown Bear Seamount
Thompson Seamount
Vance Seamount
Parks Seamount
Jones Seamount
Iwabuchi Seamount
Jackson Seamount
Steel Vendor Seamount
Boutelle Seamount
Taney Seamounts
Pioneer Seamount
Guide Seamount
Davidson Seamount
Mendocino Ridge
Gorda Ridge
Juan de Fuca Ridge
Heceta Head
Umpqua R
Coos Bay
Cape Arago
Coquille R
Cape Blanco
St George Reef
Crescent City
Redding Rk
Trinidad Head
Humboldt Bay
Cape Mendocino
Pt Arena
LORAN TOWER MIDDLETOWN
Pt Reyes
Farallon Is
SAN FRANCISCO
Mt Diablo
Pigeon Pt
Santa Cruz
Monterey Bay
Monterey
Pt Sur
Pt Piedras Blancas
San Luis Obispo
Pt Arguello
Pt Conception
Santa Barbara
LOS ANGELES
San Pedro
Cape Mendocino
Cape Blanco
Cape Flattery
Cape Beale
Cape Scott
Cape Mudge
Esowista Pt
Amphitrite Pt
Nootka Sd
Lennard
Pachena Pt
Nanaimo
Strait of Georgia
Victoria
Bellingham
Mt Baker 10750
SEATTLE
Mt Rainier 14408
Mt Adams 12326
Astoria
Columbia R
Vancouver
Portland
Mt Hood 11260
Tillamook Rk
Cape Meares
Cape Disappointment
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Cape Beale
Pachena Pt
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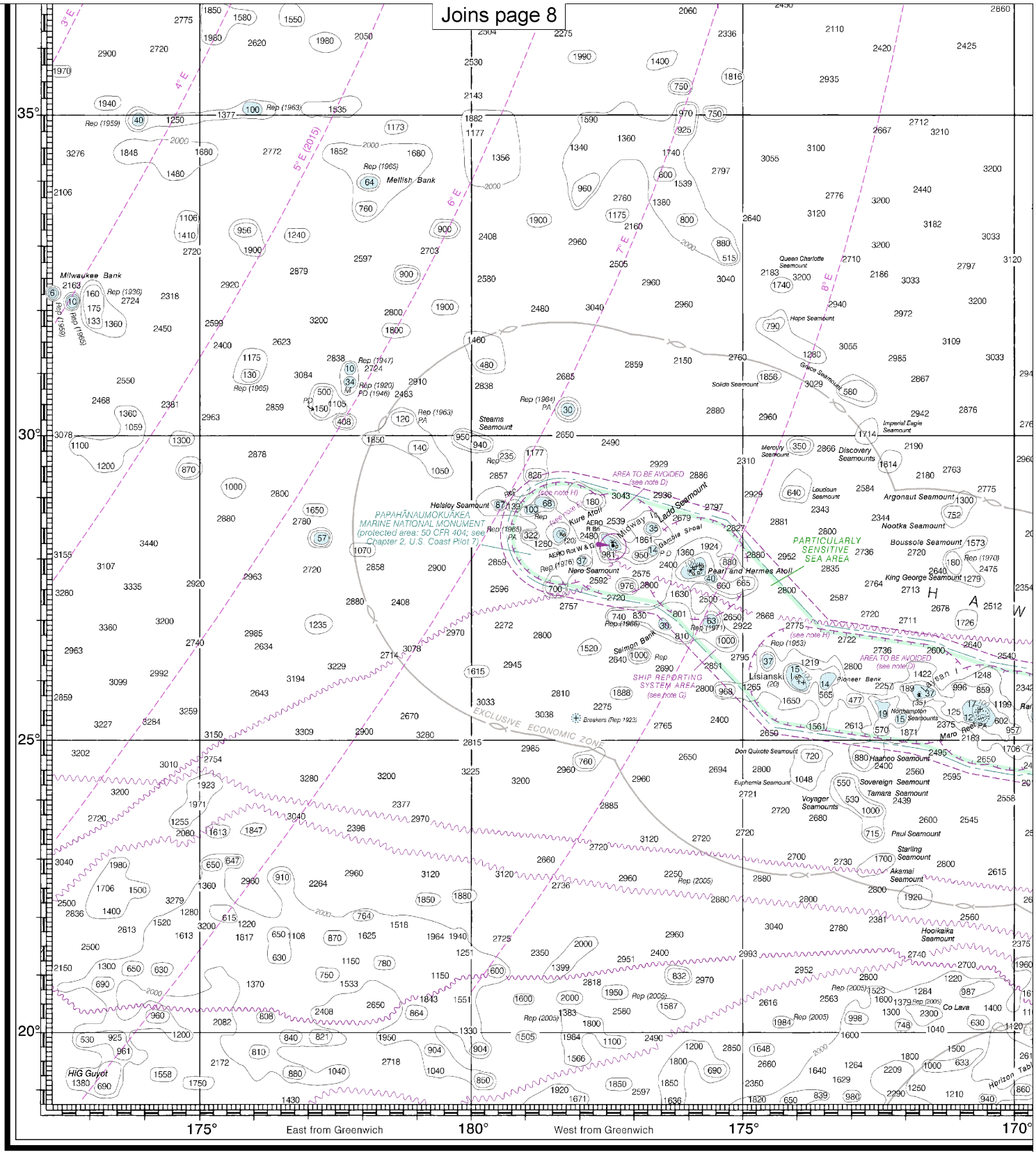
Strait of Georgia
Nootka Sd
Esowista Pt
Amphitrite Pt
Lennard
Cape Scott
Cape Mudge
Seamounts
Ogilvie Seamount
Tucker Seamount
Chelan Seamount
Union Seamount
Seminole Seamount
Stirni Seamount
Explorer Seamount
Forster Seamount
Eickelberg Seamount
Heck Seamount
Warwick Seamount
Gordon Seamount
Cobb Seamount
Shalowitz Seamount
Brown Bear Seamount
Thompson Seamount
Vance Seamount
Parks Seamount
Jones Seamount
Iwabuchi Seamount
Jackson Seamount
Steel Vendor Seamount
Boutelle Seamount
Taney Seamounts
Pioneer Seamount
Guide Seamount
Davidson Seamount
Mendocino Ridge
Gorda Ridge
Juan de Fuca Ridge
Heceta Head
Umpqua R
Coos Bay
Cape Arago
Coquille R
Cape Blanco
St George Reef
Crescent City
Redding Rk
Trinidad Head
Humboldt Bay
Cape Mendocino
Pt Arena
LORAN TOWER MIDDLETOWN
Pt Reyes
Farallon Is
SAN FRANCISCO
Mt Diablo
Pigeon Pt
Santa Cruz
Monterey Bay
Monterey
Pt Sur
Pt Piedras Blancas
San Luis Obispo
Pt Arguello
Pt Conception
Santa Barbara
LOS ANGELES
San Pedro
Joins page 15
VAR 14°30' E (2015)
ANNUAL DECREASE 6'
EXCLUSIVE ECONOMIC ZONE
50°
45°
40°
35°

Joins page 8



35th Ed., Dec. 2015

530

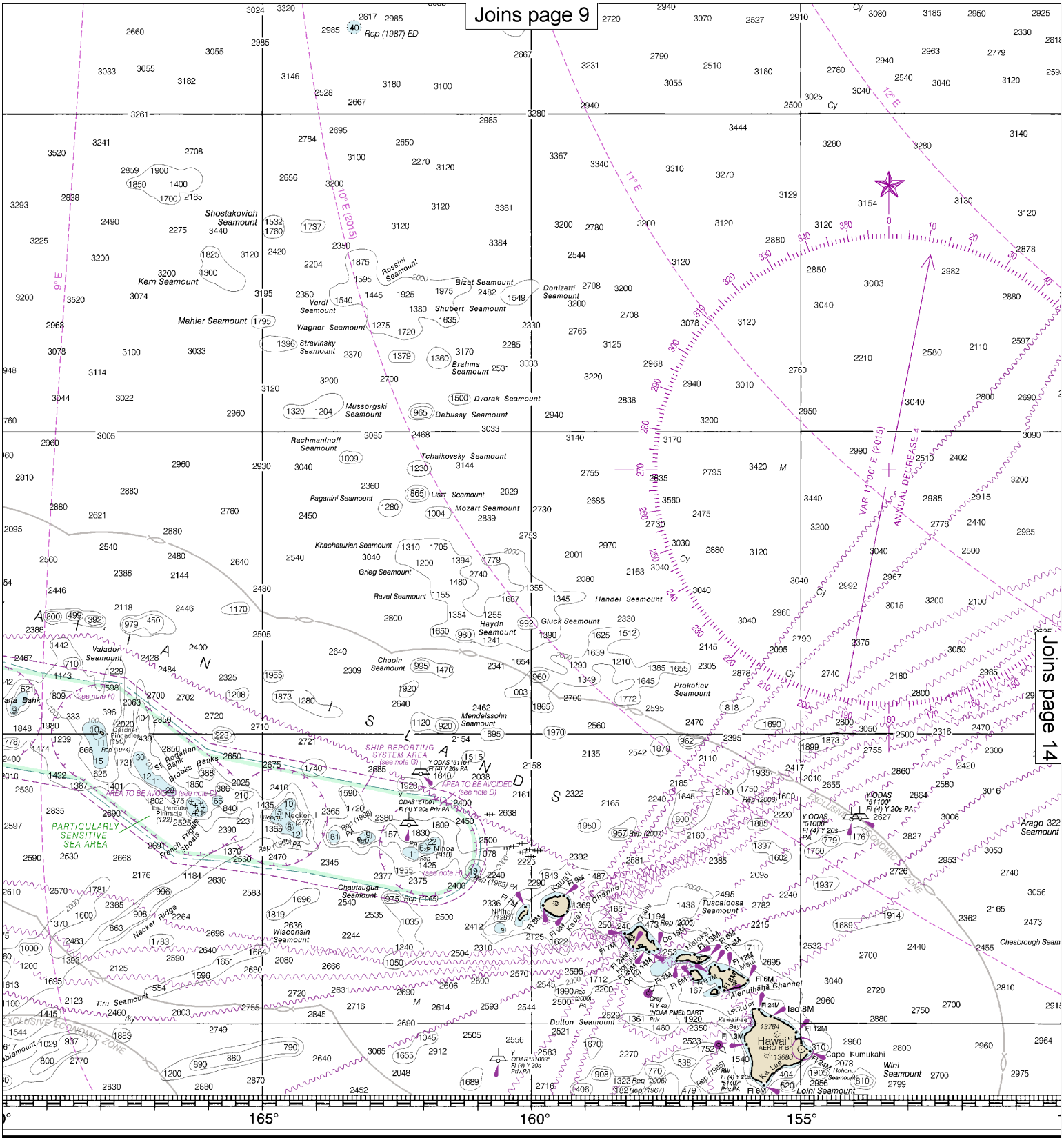
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FATH

Last Correction: 11/2/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

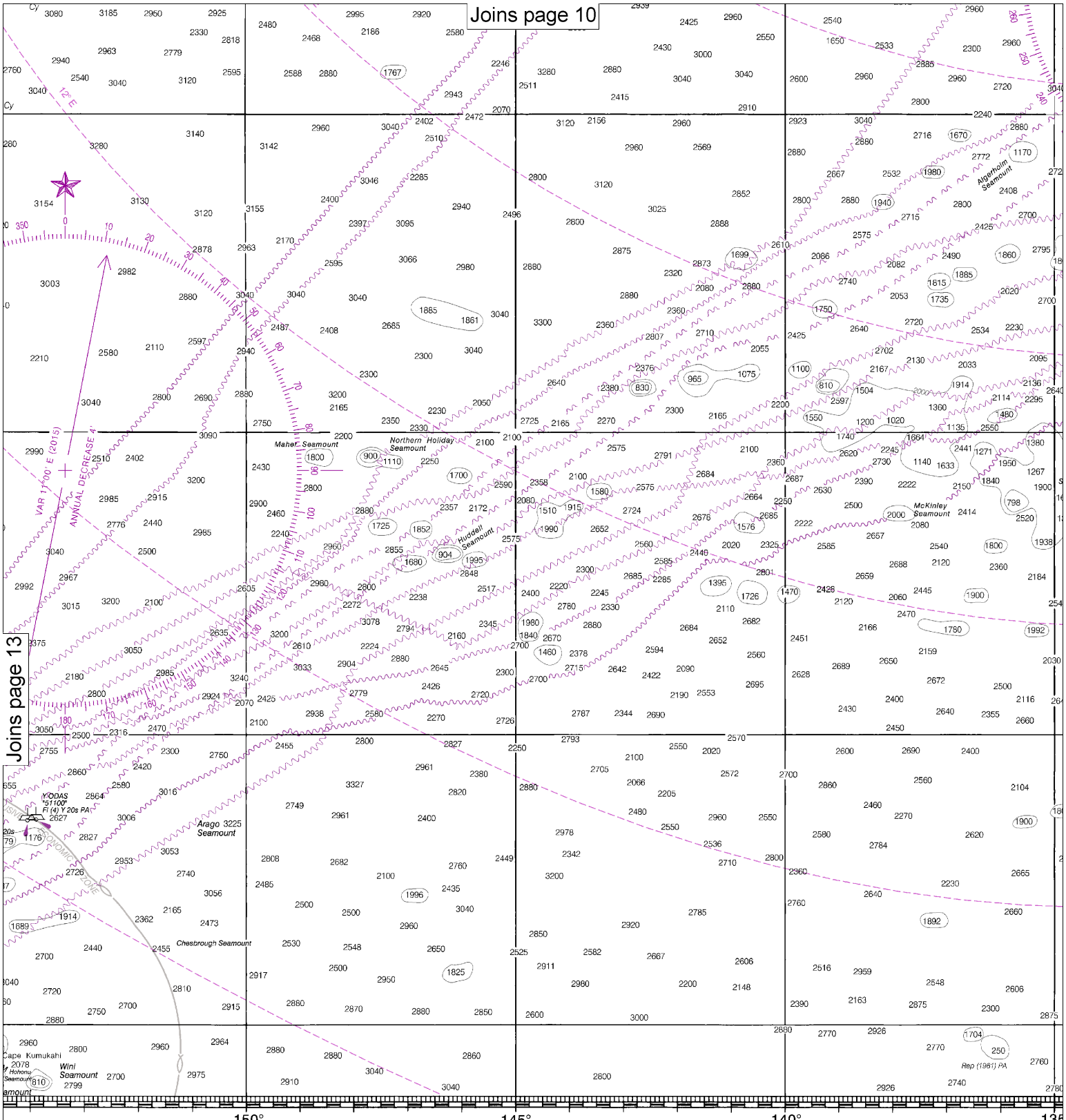
Note: Chart grid lines are aligned with true north.



HOMS

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

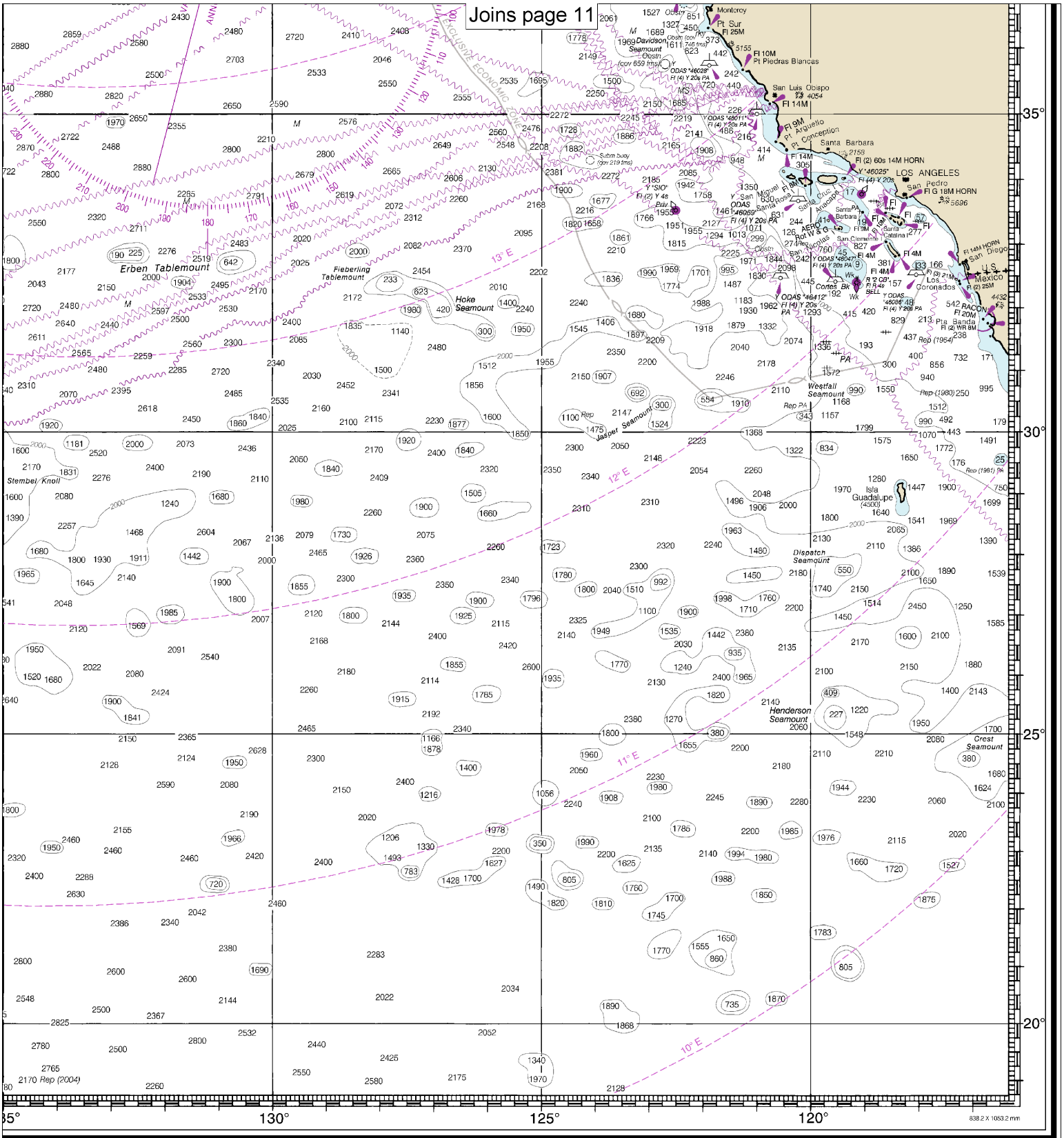
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINIS
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

Note: Chart grid lines are aligned with true north.



San Diego to Aleutian Islands and Hawai'ian Islands

SOUNDINGS IN FATHOMS - SCALE 1:4,860,700

530

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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